

**City of Greensboro Planning Department
Zoning Staff Report
May 8, 2006 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: D
Location: Northwest corner of Spring Garden Street and South Aycock Street

Applicant: Henry H. Isaacson
Owner: B. Ross and Russellene J. Angel; Bernard F. Aydelette; Robert F. Neese Trust;
Nancy H. Neese

From: GB & RM-18
To: CD-GB

- Conditions:**
- 1) Use shall be limited to a drugstore with drive thru.
 - 2) Developer shall construct and maintain a six foot opaque fence along the northern and western boundary lines of the subject property.
 - 3) All exterior lighting in the parking areas shall be directed toward the interior of the property.

SITE INFORMATION	
Maximum Developable Units	N/A
Net Density	N/A
Existing Land Use	Record Exchange / H&R Block / Single Family Residential (2)
Acreage	1.592
Physical Characteristics	<i>Topography:</i> Generally flat <i>Vegetation:</i> Some mature trees on northern portion <i>Other:</i> N/A
Overlay Districts	N/A
Historic District/Resources	N/A
Generalized Future Land Use	Mixed Use Residential
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	Single Family Residential	RM-18
<i>South</i>	Jack's Corner / UNCG Gove Health Center Annex	GB
<i>East</i>	UNCG	PI
<i>West</i>	Spring Garden Friends Meeting / Single Family Residential	GB/RM-18

ZONING HISTORY		
Case #	Year	Request Summary
		These properties have been zoned RM-18 and GB, respectively, since July 1, 1992. Prior to the implementation of the UDO, the RM-18 lots were zoned Residential 60 and the GB lots were zoned Commercial N.

DIFFERENCES BETWEEN RM-18 & GB (EXISTING) AND CD-GB (PROPOSED) ZONING DISTRICTS
RM-18: Primarily intended to accommodate multifamily uses at a density of 18.0 units per acre or less.
GB: Primarily intended to accommodate a wide range of retail, service, and office uses. The district is typically located along thoroughfares in areas which have developed with minimal front setbacks.
CD-GB: See Conditions for use limitation and other restrictions.

TRANSPORTATION	
Street Classification	Spring Garden Street – Major Thoroughfare, Aycock Street – Major Thoroughfare.
Site Access	A maximum of one full access point will be approved by GDOT to Aycock Street. This access point will need to be pushed as far away from the intersection as possible. It should be noted that full access cannot be guaranteed indefinitely and if safety or operational issues occur then access may need to be restricted in the future. A possible right in only or a right in right out only on Spring Garden Street may be considered if this site has enough frontage and there is enough right of way to physically accomplish the design and installation of one of the above mentioned access types. All driveway(s) must meet the City of Greensboro Driveway Standards per Ordinance.
Traffic Counts	Spring Garden Street ADT = 26,565, Aycock Street ADT = 30,000.
Trip Generation	24 Hour = 5,026, AM Peak Hour = 193, PM Peak Hour =216.
Sidewalks	Requirement per Development Ordinance. A 6' sidewalk w/ a 4' grass strip is required along both sides of thoroughfares. A 5' sidewalk w/ a 3' grass strip is required along all other streets.
Transit	Yes.
Traffic Impact Study	Yes, required per TIS Ordinance. Please see the Additional Information section of this staff report for the Executive Summary.
Street Connectivity	N/A.
Other	N/A.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	No, site drains to North Buffalo Creek
Floodplains	N/A
Streams	N/A
Other	N/A

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
<i>North</i>	Type B Yard - 30' avg. width; 3 canopy/100'; 5 understory/100', 25 shrubs/100'
<i>South</i>	Street Yard - 8' avg. width; 2 canopy/100', 4 understory/100', 17shrubs/100'
<i>East</i>	Street Yard - 8' avg. width; 2 canopy/100', 4 understory/100', 17shrubs/100'
<i>West</i>	Type B Yard - 30' avg. width; 3 canopy/100'; 5 understory/100', 25 shrubs/100'

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

Reinvestment/Infill Goal: Promote sound investment in Greensboro's urban areas, including Center City, commercial and industrial areas, and neighborhoods.

POLICY 5F.2: Improve design standards for new development to enhance community appearance and sense of place.

POLICY 6A.4: Implement measures to protect neighborhoods from potential negative impacts of development, redevelopment, and/or public projects that are inconsistent with the neighborhood's livability, architectural or historical character, and reinvestment potential.

Transportation Goal: Develop and maintain a safe, efficient, and environmentally sound transportation system that provides convenient choices for accessing destinations throughout Greensboro and the Triad, including a range of well-integrated transit, pedestrian, and bicycle linkages.

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Mixed Use Residential: This designation applies to neighborhoods or districts where the predominant use is residential and where substantial, compatible local-serving nonresidential uses may be introduced. Such use mixes are typically found in older, in-town neighborhoods that accommodate "corner stores" and other local services, as well as in newly developed traditional neighborhood developments (TNDs). This district is also applied in areas suited to a diverse mix of housing types and densities. Ensuring that buildings are of the appropriate scale and intensity is critical.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: Considering the context of the surrounding area, Staff has concerns regarding the general compatibility of this proposal as currently submitted. With its close proximity to the campus of the University of North Carolina at Greensboro and nearby residential areas, the proposal is located in an area that already accommodates a significant volume of pedestrian and bicycle traffic.

Further, as part of a City initiated improvement project, the length of Spring Garden Street from Downtown to Holden Road will be improved to include narrower travel lanes, an updated sidewalk system, bike lanes, and on-street parking. Considering the City has chosen Spring Garden Street as one of the first thoroughfares outside of Downtown to fully integrate and accommodate multiple modes of transportation, it would be short-sighted to allow *prototypical* auto-oriented land uses to take hold.

Also, it has been discussed among Staff that a Pedestrian Scale Overlay District along Spring Garden Street, similar to the one under development in the Lindley Park Neighborhood, may extend from Holden Road to Aycock Street. For this reason, it is plausible to assume that development patterns along Spring Garden Street should remain similar to the current policy direction associated with Lindley Park's Pedestrian Scale Overlay District. This includes minimal building setbacks, parking located to the side or rear of the building, interior pedestrian circulation, and the minimizing of drive-through aisles.

Staff suggested the following zoning conditions to the applicant to alleviate some of the concerns stated above, but as of the date of this report, no such conditions have been mentioned or received:

- A primary building entrance facade shall be oriented toward Spring Garden Street, be designed for the pedestrian, and be distinguishable from the rest of the building.
- Any portion of the building fronting directly on a public street shall include transparent windows and doors for no less than 50 percent of the first floor building elevation along the street frontage.
- Expanses of blank walls shall not exceed 15 feet in length without fenestration or articulation.
- Interior pedestrian circulation shall be provided through the use of clearly defined walkways and similar pedestrian-oriented facilities.
- Drive-through aisles shall be minimized and located toward the side or rear of building.
- Maximum of a single bay of parking shall be permitted between the principal building and street rights-of-way.
- 1 bicycle parking space shall be provided per every 7 auto parking spaces.
- Freestanding signage is limited to 1 monument type sign per frontage, not to exceed 8 feet in height or 90 square feet in size.

As submitted, this proposal is not consistent with the character of the neighborhood, nor does it fully integrate the alternate modes of transportation that are so prevalent along Spring Garden Street.

GDOT: No additional comments.

Water Resources: No additional comments

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends denial.

ADDITIONAL INFORMATION

UNCG Walgreen's - Traffic Impact Analysis

Prepared for Tribek Properties

April 27, 2006

Executive Summary

Tribek Properties proposes to develop a commercial project at the corner of Spring Garden Street and South Aycock Street in Greensboro, NC (see figure 1). The site plan proposes a 14,550 square foot free-standing drugstore. The project proposes two access points; one on Spring Garden Street and one on South Aycock Street.

The City of Greensboro has requested a traffic analysis to determine the effect of this proposed project. Transportation engineering consultant firm *John Davenport Engineering Inc.* was contracted to provide the traffic study for this proposed development. The following intersections were included in the study:

- South Aycock Street at Spring Garden Street (existing signalized)
- South Aycock Street at Proposed Access Point
- Spring Garden Street at Proposed Access Point

These intersections were analyzed for the following scenarios:

- 2006 Existing Conditions
- 2008 Future No-Build Conditions
- 2008 Future Build conditions

The site is proposed to be built-out by 2008.

Based on the ITE Trip Generation Manual, this proposed development could to generate approximately 5,026 daily weekday trips; with 193 trips during the AM peak and 216 trips during the PM peak.

The following is a level of service table for the projected impact of this development:

Level of Service Table						
	AM Peak			PM Peak		
Intersection	2006 Base Conditions	2008 Future No-Build	2008 Future Build	2006 Base Conditions	2008 Future No-Build	2008 Future Build
Aycock @ Spring Garden	C (24.2)	C (25.0)	C (25.1)	C (33.9)	C (34.8)	C (35.5)
Aycock @ Proposed Entrance			C (16.7) EBL			C (20.4) EBL
Spring Garden @ Proposed Entrance			B (10.3) SBR			C (20.4) SBR

Based on the traffic analysis results, there are no recommended improvements for the Spring Garden/Aycock intersection. It is expected to operate at a LOS C under the future build conditions without any improvements. Analysis further indicates that the proposed access point on South Aycock Street will operate well as full-access point. It will be necessary to remark South Aycock to allow for a 50-foot left turn lane to allow for storage for traffic entering the site. Also, this access point should have separate left and right turn lanes for the exiting traffic. The proposed access point on Spring Garden Street should be a right-in/right-out access point. A median will be necessary to prohibit left turns (see figure 8). Additionally, because of this driveway's proximity to the intersection, a right turn taper is recommended.

In conclusion, analysis indicates that this proposed development will have a negligible effect on the South Aycock Street/Spring Garden Street intersection. The recommended improvements at the proposed driveways should adequately address any anticipated impacts from the construction of this development.